APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99 CB13E

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Delhi Township **CODE#** 061-21504

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 07/24/00

CONTACT: Robert W. Bass **PHONE #** (513) 922-8609

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 347-2874 **E-MAIL** rbass@delhi.oh.us

PROJECT NAME: Delshire Subdivision Entrance Reconstruction

SUBDIVISION TYPE
(Check only 1)
__1. County
__2. City
X 3. Township
__4. Village
__5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
X1. Grant $ 756,180.00
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
X 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 840,200.00 **FUNDING REQUESTED:** $ 672,160.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$ 672,160.00 **LOAN ASSISTANCE:**$_____
SCIP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.
RLP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.

(Check only 1)
X State Capital Improvement Program
__Local Transportation Improvements Program
__Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan _____

2000 SEP 15 AM 10:34
OFFICE OF NEW BURLINGTON COUNTY ENGINEER

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$ 0.00	
Preliminary Design	$ _____ . 00		
Final Design	$ _____ . 00		
Bidding	$ _____ . 00		
Construction Phase	$ _____ . 00		
Additional Engineering Services *Identify services and costs below.		$ 0.00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$ 0.00	
c.) Construction Costs:		$ 792345.00	
d.) Equipment Purchased Directly:		$ 0.00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ 0.00	
f.) Construction Contingencies:		$ 47855.00	
g.) TOTAL ESTIMATED COSTS:		$ 840,200.00	

*List Additional Engineering Services here:

Service:	Cost:
N/A	

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ 0.00	
b.)	Local Revenues	$ 168,040.00	20
c.)	Other Public Revenues	$ 0.00	
	ODOT	$ 0.00	
	Rural Development	$ 0.00	
	OEPA	$ 0.00	
	OWDA	$ 0.00	
	CDBG	$ 0.00	
	OTHER _____	$ 0.00	
	SUBTOTAL LOCAL RESOURCES:	$ 168,040.00	20
d.)	OPWC Funds		
	1. Grant	$ 672,160.00	80
	2. Loan	$ 0.00	
	3. Loan Assistance	$ 0.00	
	SUBTOTAL OPWC RESOURCES:	$ 672,160.00	80
e.)	TOTAL FINANCIAL RESOURCES:	$ 840,200.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA) _____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Delshire Subdivision Entrance Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Glenhaven, Calverton and Cloverhill are located in southeastern Delhi Township. Glenhaven runs southeasterly from Mt. Alverno Road for 1125.6 feet to Calverton Drive. Calverton runs south from Glenhaven for315.0 feet to Cloverhill Lane. Cloverhill runs west from Calverton for 1260.0 feet to Pedretti Road

PROJECT ZIP CODE: 45238

B: PROJECT COMPONENTS:

Project consists of full depth removal of roadway and curbs, undercutting existing subgrade to obtain proper depth for replacement on a 10" stone base, 5" of asphalt pavement, rolled concrete curb and gutter (30") and underdrains at all low points; sidewalk and driveway repair or replacement; and associated utility work.

C: PHYSICAL DIMENSIONS:

Current roadways are 37' in width. Sidewalks are located within the right of way. The three streets were overlaid as follows: Glenhaven 1978, Cloverhill 1985, and Calverton 1986. Overlays masks joint blow-ups and roadway faulting. Water ponds on roadway due to uneven and broken slabs and bond loss where overlay has been lost from the surface of the street. Roadway lengths are as follows: Glenhaven 1125.6 l.f., Calverton 315.0 l.f. and Cloverhill 1260.0 l.f. Right-of-way widths are 50 feet. Sidewalks are badly deteriorated and uneven. Surface level and subgrade water intrusion cause subgrade failures throughout. See additional support information for pavement management system's roadway deficiencies and photographic backup of deficiencies.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

Current service capacity design is adequate for existing use. Glenhaven ADT = 1590, Cloverhill ADT = 1260 and Calverton = 315 for a total of 3165 vehicles per day x 1.2 or 3798. Metro bus ridership (confirmed by Ted Meyer – SORTA 632-7547) for the Delhi Sun Run – Route 77 is 320 a.m. and 320 p.m. 0r 640 users per day. Combining the number of users by ADT (3798) and the Metro route (640) provides a number of total users at 4438.

Road or Bridge: Current ADT 3165 Year: 1998 Projected ADT: ___ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $_____
Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 840,200.00
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 0.00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	Engineering/Design:	01 / 01 / 01	09/ 01 / 01
4.2	Bid Advertisement and Award:	09 / 02 / 01	12 / 15 / 01
4.3	Construction:	03 / 15 / 02	09 / 15 / 02
4.4	Right-of-Way/Land Acquisition:	None on this project	

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	Nicholas J. La Scalea
	TITLE	Trustee – C.E.O.
	STREET	934 Neeb Road
	CITY/ZIP	Cincinnati, Ohio 45233
	PHONE	(513) 922 - 3111
	FAX	(513) 922 - 9315
	E-MAIL	N/A
5.2	CHIEF FINANCIAL OFFICER	Kenneth J. Ryan
	TITLE	Clerk– C.F.O.
	STREET	934 Neeb Road
	CITY/ZIP	Cincinnati, Ohio 45233
	PHONE	(513) 922 - 3111
	FAX	(513) 922 - 9315
	E-MAIL	ken.ryan@fortwashington.com
5.3	PROJECT MANAGER	Robert W. Bass
	TITLE	665 Neeb Road
	STREET	
		Cincinnati, Ohio 45233
	PHONE	(513) 922 - 8609
	FAX	(513) 347 - 2874
	E-MAIL	rbass@delhi.oh.us

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[ ] A cooperation agreement (if the project involves more than one

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature. subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[ ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Nicholas J LaScalea

Certifying Representative (Type or Print Name and Title)

Nicholas J LaScalea

Signature/Date Signed

452 P.P.C. N. PMT.	604 C.B. CONST.	604 M.H. CONST.	605 UNDER DRAIN	608 SIDE WALK	608 CURB RAMP	609 CURB & GUTTER	614 MAINT. TRAFFIC	619 FIELD OFFICE	623 LAYOUT STAKES	653 2" TOPSOIL	659 SEED & MULCH	SPL FINISH GRADE	SPL W.W. ITEMS	SPL TENSAR	623 GEOTEX FABRIC	TOTAL COST $
S. Y.	EA.	EA.	L.F.	S.F.	EA.	L. F.	L. S.	L. S.	L. S.	C.Y.	S.Y.	L. S.	L. S.	S.Y.	S.Y.	
35.00	$1,500.00	$1,500.00	$7.50	$4.00	$100.00	$12.00	$10,000.00	$4,016.00	$10,000.00	$40.00	$1.00	$20,000.00	$100,000.00	$3.00	$1.50	
143.00	6.00	4.00	600.00	6,754.00	4.00	2,252.00	0.00	0.00	0.00	96.00	1,734.00	0.00	0.00	4,630.00	4,630.00	
1,005.00	$9,000.00	$6,400.00	$4,500.00	$27,016.00	$400.00	$27,024.00	$0.00	$0.00	$0.00	$3,840.00	$1,734.00	$0.00	$0.00	$13,890.00	$6,945.00	$261,181.00
44.00	3.00	1.00	300.00	2,016.00	2.00	630.00	0.00	0.00	0.00	27.00	481.00	0.00	0.00	1,296.00	1,296.00	
1,540.00	$4,500.00	$1,600.00	$2,250.00	$8,064.00	$200.00	$7,560.00	$0.00	$0.00	$0.00	$1,080.00	$481.00	$0.00	$0.00	$3,885.00	$1,944.00	$76,788.00
165.00	6.00	9.00	600.00	8,064.00	2.00	2,520.00	0.00	0.00	0.00	108.00	1,935.00	0.00	0.00	5,180.00	5,180.00	
1,775.00	$9,000.00	$14,400.00	$4,500.00	$32,256.00	$200.00	$30,240.00	$0.00	$0.00	$0.00	$4,320.00	$1,935.00	$0.00	$0.00	$15,540.00	$7,770.00	$300,579.00
0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	
$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$10,000.00	$4,016.00	$10,000.00	$0.00	$1.00	$20,000.00	$100,000.00	$0.00	$0.00	$151,617.00
40.00	0.00	0.00	100.00	810.00	0.00	100.00	0.00	0.00	0.00	25.00	100.00	0.00	0.00	1,000.00	1,000.00	
1,400.00	$0.00	$0.00	$750.00	$3,240.00	$0.00	$1,200.00	$0.00	$0.00	$0.00	$1,000.00	$100.00	$0.00	$0.00	$3,000.00	$1,500.00	$47,855.00
392.00	15.00	14.00	1,600.00	17,644.00	8.00	5,502.00	1.00	1.00	1.00	256.00	4,251.00	1.00	1.00	12,185.00	12,186.00	$840,200.00
3,720.00	$22,500.00	$22,400.00	$12,000.00	$70,576.00	$800.00	$66,024.00	$10,000.00	$4,016.00	$10,000.00	$10,240.00	$4,251.00	$20,000.00	$100,000.00	$36,315.00	$18,159.00	$840,200.00

This is to certify that upon the satisfactory completion of this work, the useful life of the streets on this project will be at least 30 years.

Signed: William W. Brayshaw P.E.,P.S.

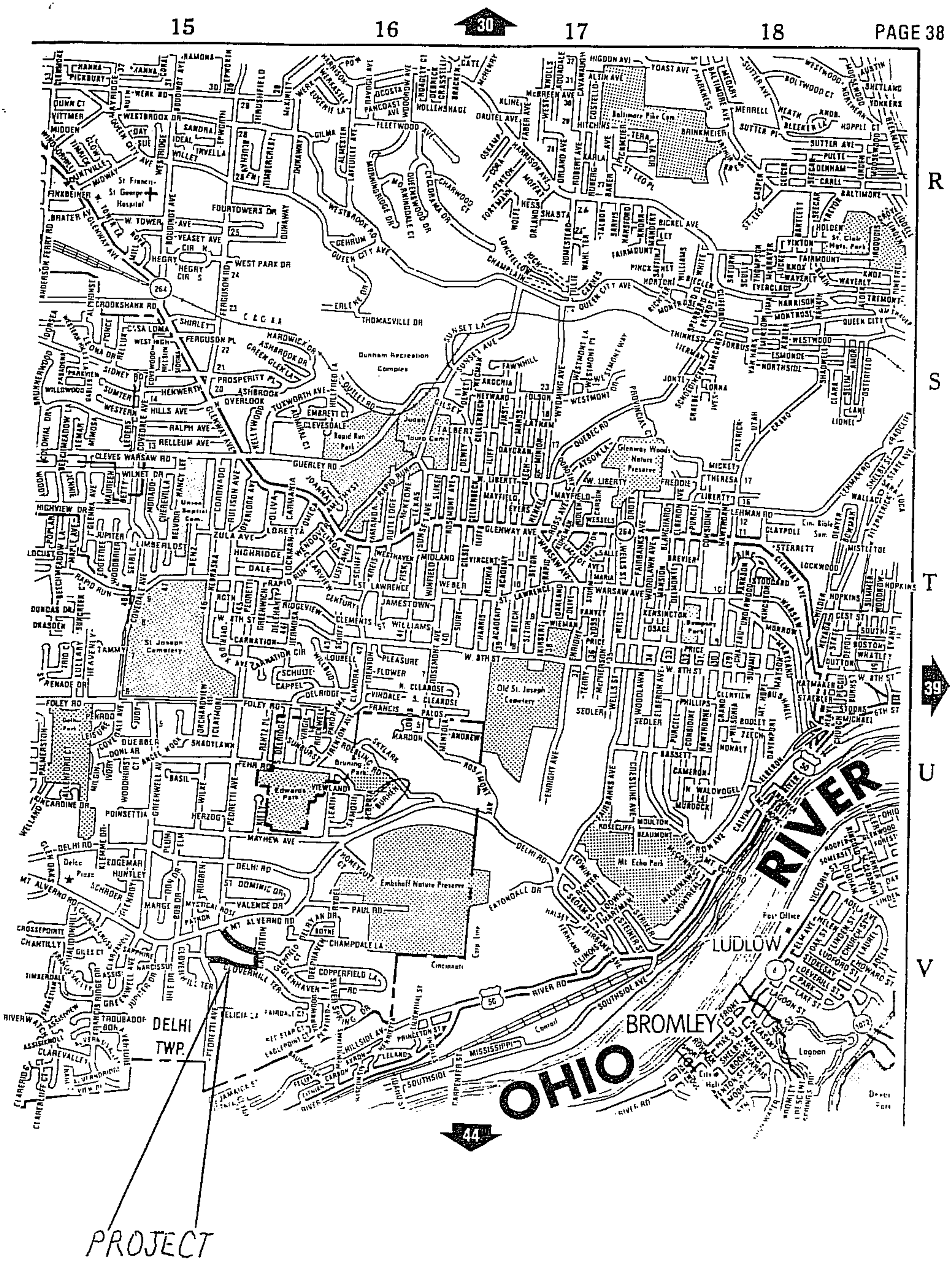
DELHI TOWNSHIP
Road Maintenance
Robert W. Bass, Highway Superintendent

STATUS OF FUNDS

This is to certify that Delhi Townships portion for the funding of the Delshire Subdivision Entrance Reconstruction Project is available or will become available on January 1, 2001.

Kenneth J. Ryan
Township Clerk & Chief Financial Officer

665 Neeb Road, Cincinnati, Ohio 45233 ••• Phone: (513) 922-8609 ••• Fax: (513) 347-2876
http: //www.delhi.oh.us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OHIO
RIVER
LUDLOW
BROMLEY
DELHI TWP.
Dunham Recreation Complex
St Joseph Cemetery
Old St. Joseph Cemetery
Embshoff Nature Preserve
Mt Echo Park
Glenway Woods Nature Preserve
Edwards Park
Baltimore Pike Cem.
PROJECT

DELHI TOWNSHIP
Road Maintenance
Robert W. Bass, Highway Superintendent

Delhi Township Road Department

ENABLING LEGISLATION

Trustee Espelage moved and Trustee Miller seconded to apply to the District 2 Integrating Committee for the below mentioned projects (in priority order) and to appoint Nicholas J. La Scalea as Chief Executive Officer, Kenneth J. Ryan as Chief Financial Officer and Robert W. Bass as Project Manager.

Projects being requested for Issue 2 Infrastructure Bond Funding for Program Year 2001

1.) Delshire Subdivision Entrance Reconstruction	$ 840,200.00
2) Ivyhill Drive Reconstruction	$1,008,000.00
Grand Total	**$1,848,200.00**

Trustees Espelage, Miller and La Scalea voted aye at roll call. **Motion Carried.**

Certificate of Clerk

It is hereby certified that the foregoing is a true and correct copy of a motion passed by the Delhi Township Board of Trustees in session on August 30, 2000.

In witness whereof I have hereunto set my hand this 30th day of August, 2000.

Kenneth J. Ryan- Township Clerk

665 Neeb Road, Cincinnati, Ohio 45233 ••• Phone: (513) 922-8609 ••• Fax: (513) 347-2876
http: //www.delhi.oh.us

DELHI TOWNSHIP
Road Maintenance
Robert W. Bass, Highway Superintendent

Delhi Township Road Department

CERTIFICATION OF TRAFFIC VOLUME

This statement is to certify that traffic volumes noted for the Delshire Subdivision Entrance Reconstruction Project are true and correct to the best of my knowledge.

Nicholas J. LaScalea,
Delhi Township Trustee and Chief Executive Officer

665 Neeb Road, Cincinnati, Ohio 45233 ••• Phone: (513) 922-8609 ••• Fax: (513) 347-2876
http: //www.delhi.oh.us

ADDITIONAL SUPPORT INFORMATION

For Program Year 2001 (July 1, 2001 through June 30, 2002), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Delhi Township's Independent Pavement Management System shows high severity deterioration in the categories of raveling and patch deterioration; moderate severity deterioration in the categories of ravelling, corugation/slippage, longitudinal, transverse and reflective cracking, pumping, shattered slabs; and low severity deterioration in the category of bond loss. The pavements show a high to immediate maintenance priority and the ride quality is poor. The structural PCI on all three sections show as failed leaving no alternative but to reconstruct. Overall pavements are failed (FINAL PCI = 22.90 to 1.00) on the three sections. Drainage structures need to be designed to handle a multitude of subgrade and surface drainage which has caused the base to fail and roadway icing. Sidewalks are faulted, cracked and broken which necessitates replacement. Ride quality is poor due to deflection and deterioration at vittually every transverse joint. Photos back up PMS deficiency ratings.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Safety will be improved upon completion of the project with the re-establishment of the school zone and crosswalks for Delshire Elementary. Faulted, cracked and broken sidewalks are a hazard to the pedestrian public (particularly school aged children walking to Delshire Elementary. A new, smooth riding surface throughout will eliminate the need to drive left of center to avoid potholes and faulted pavements. Re-established crown and grade will eliminate on-street ponding and reduce the risk of hydroplaning and icing. Photos confirm roadway ponding which causes icing in the winter months.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The performance of this project should have no effect on the overall health of the service area.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 **Delshire Subdivision Entrance Reconstruction**

Priority 2 **Ivyhill Drive Reconstruction**

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No **X** Yes _____ If yes, what user fees and/or assessments will be utilized?

None

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

N/A

7) **Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) **Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

None

9) **Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

N/A

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A

10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 5

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes _____ No X N/A _____

c.) Are all utility coordination's completed? Yes _____ No X N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? N/A Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.
N/A

e.) Give an estimate of time needed to complete any item above not yet completed. 5 months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.
Regional significance is greater than minimal since the project entails reconstruction of the access roadways to a major subdivision, is a direct feed to an elementary school, is a connected to a primary and a secondary County roadway and is part of a Metro bus route.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) **Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

None

Will the ban be removed after the project is completed? Yes _____ No _____ N/A **X**

14) **What is the total number of existing daily users that will benefit as a result of the proposed project?**

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT **3165** X 1.20 = **3798** + Bus Route **640** = **4438** Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) **Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?**

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional $5.00 License Tax **X**

Infrastructure Levy **X** Specify type **Road and Bridge Levy**

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 15 - PROGRAM YEAR 2001
PROJECT SELECTION CRITERIA
JULY 1, 2001 TO JUNE 30, 2002

NAME OF APPLICANT: Bob Bass / Delhi Twp

NAME OF PROJECT: Delshire Subdivision

RATING TEAM: 4

NOTE: *See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.*

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
(20) - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

assess for sidewalks?

☆☆ - best picture award

Appeal Score: 20

2) How important is the project to the *safety* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
(10) - Minimal importance
0 - No measurable impact

For the children

Appeal Score: _____

3) How important is the project to the *health* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
(0) - No measurable impact

Appeal Score: _____

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

(25) - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score: _____

5) Will the completed project generate user fees or assessments?

(10 – No)
0 – Yes

Appeal Score: _____

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment
7 - The project will directly secure new employment
5 – The project will secure new employment
3 – The project will permit more development
0 – The project will not impact development

Appeal Score _____

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

Appeal Score _____

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 Will be under contract by December 31, 2001 and no delinquent projects in Rounds 12 & 13
3 - Will be under contract by March 31, 2002 and/or one delinquent project in Rounds 12 & 13
0 - Will not be under contract by March 31, 2002 and/or more than one delinquent project in Rounds 12 & 13

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact
8 -
6 - Moderate impact
4 -
2 - Minimal or no impact

greater than minimal?

Appeal Score _____

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

8

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4 wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 – Less than 20% reduction in legal load

Appeal Score _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

Appeal Score _____

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above
3 - One of the above
0 - None of the above

Appeal Score _____

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.**

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.**

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.
Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes
Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.